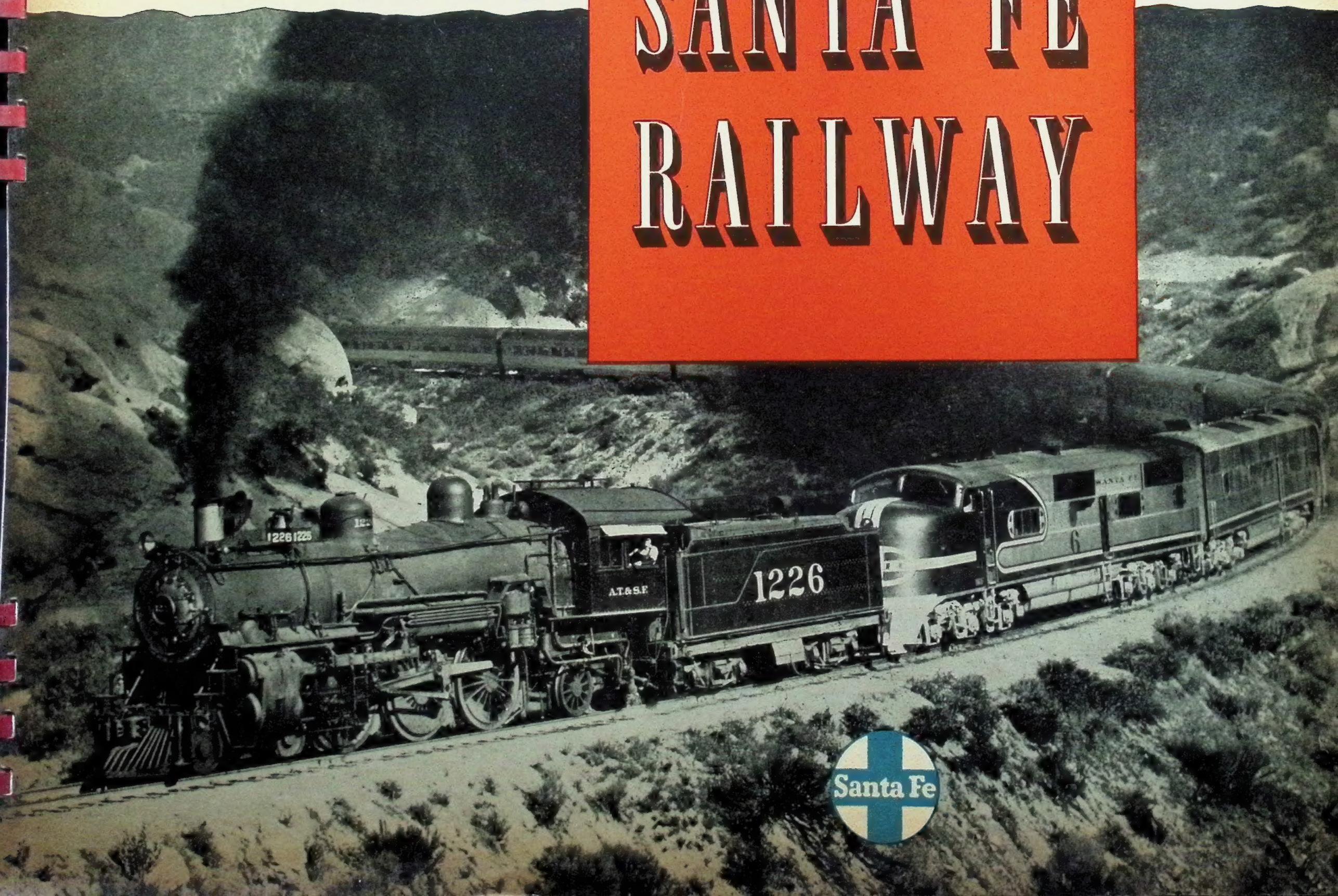
Trains Album of Photographs

# SANTA FE RAILWAY

Number 12



# Trains Album of Railroad Photographs

# Book 13

# SANTA FE RAILWAY

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**Milwaukee 3, Wisconsin**

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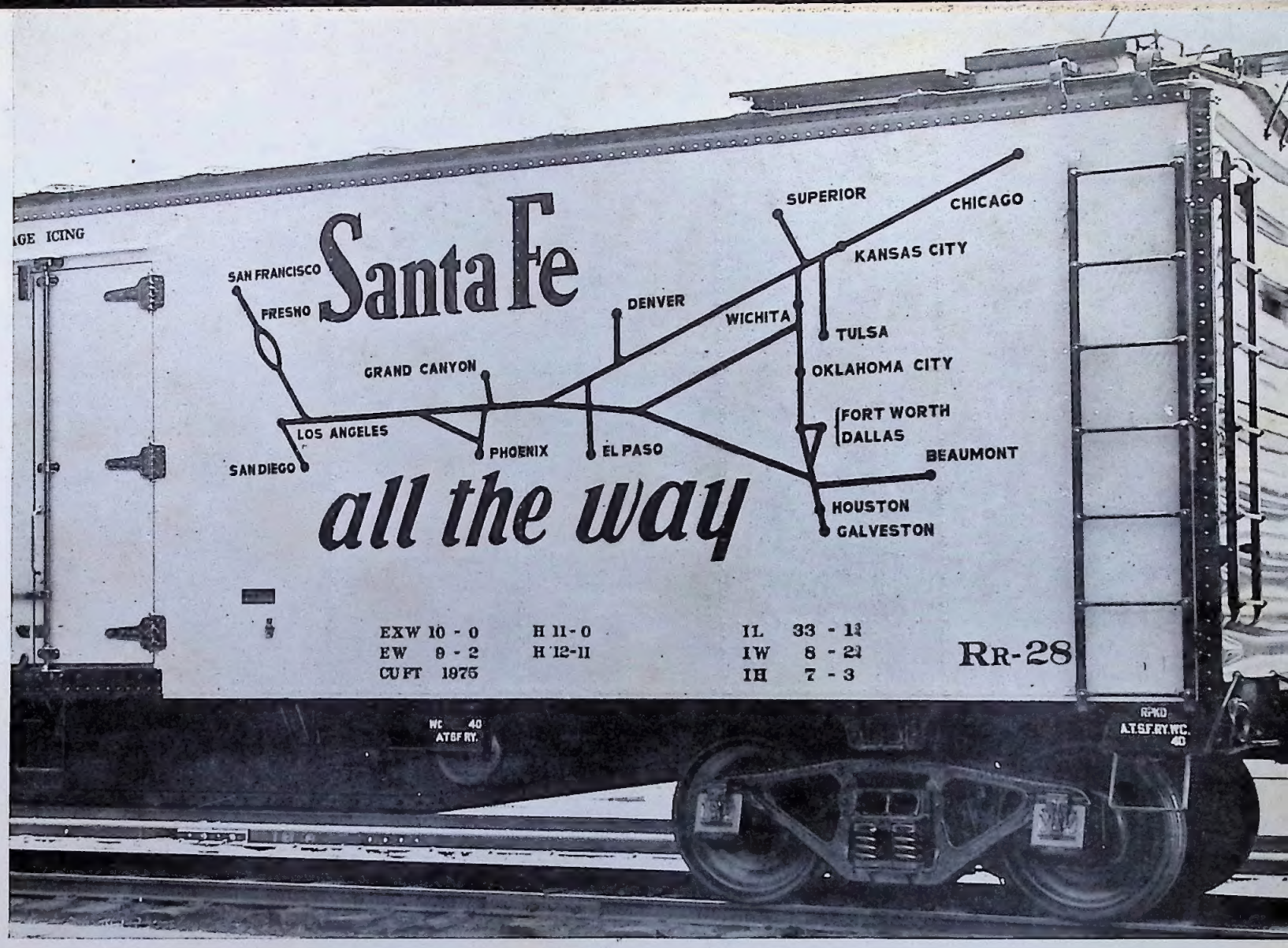


In mileage the Atchison, Topeka & Santa Fe is the continent's fourth largest railroad, surpassed only by the two Canadian roads and by the Southern Pacific. In revenues it is fifth largest, and on the stock market Atchison is one of the blue chip symbols of the railroad business.

The little Kansas railroad which was started by Cyrus Holliday at Topeka in 1868 now has 13,500 miles of line and is the only railroad running from Chicago into California on its own rails. One of the western terminals is San Francisco, reached in 1900 when Edward P. Ripley, one of the country's great railroaders, was founding the Santa Fe tradition of good management. The others are Los Angeles, original terminal, and San Diego. The lines from Southern and Northern California join at Barstow into one highly developed main stem extending east across Arizona and New Mexico to Dalies where the road again splits into two main lines. The route of the principal passenger trains runs northeastward from here through Alburquerque, Glorietta and Raton passes, and a corner of Colorado, into the Arkansas Valley where the Super Chief and El Capitan average better than 80 miles an hour through the land of wheat. The other line, used by most freight trains, cuts across the Texas Panhandle and Oklahoma, rejoining at Newton, Kan.

The most spectacular railroading on the Santa Fe is at Raton and Cajon passes. The former is on the old Santa Fe trail, trade route to the Southwest for nearly 400 years. Here westbound Santa Fe trains tackle a 3.5 per cent grade, with three engines often barking in unison to lift a passenger train over the summit. Cajon Pass is in the San Bernardino Mountains east of Los Angeles. Through it the Santa Fe, and by trackage rights the Union Pacific, climb from the Los Angeles plain to the Mojave Desert. The ruling grade is eastbound, 2.2 per cent. A separate and older track carries westbound trains down the hill on a 3.4 per cent descent.

Originally the road built west from Kansas, but in 1887 William N. Strong, the great builder of most of the road, extended the line into Chicago and this stem is now the Kansas City-Chicago short line. The eastern terminus is in venerable Dearborn Station, used by more railroads than any other Chicago terminal. Here one may see the famed stainless steel, Diesel powered feature trains, favorites of the movie stars, standing alongside other trains of conventional equipment pulled by Baldwin-built Hudsons with box-car huge tenders. El Capitan is the only all-coach streamliner between Chicago and Los Angeles, the Super Chief is the only all-Pullman streamliner and the Chief the fastest daily train between these points.

In recent years millions of dollars have gone into line and equipment improvements to make of the entire Santa Fe main line a veritable super railroad. All new mainline rail is of 131 pound section, and curves and grades have been reduced to creat a speed potential of better than 100 miles an hour. New second track has been laid at strategic locations, passing tracks have been extended and hundreds of miles of centralized traffic control installed to speed train movements. Almost 300 new steam and Diesel locomotives have been added just in the last few years, and in the desert country where water is expensive and fuel oil cheap the Santa Fe has made history as the first large railroad to completely Dieselize its freight service over a long stretch of main line, the 459 miles between Winslow, Ariz., and Barstow, Calif.

The photos in this book can do better than words at describing a railroad which is as individualistic as the great Southwest through which it runs, but even pictures fall short of something which can only be felt as you watch the vast traffic of the railroad at some desert division point or ride one of its trains into the splendor of sunrise over Glorietta Pass.

**TRAINS ALBUM OF PHOTOGRAPHS**
By the Editors of Trains Magazine

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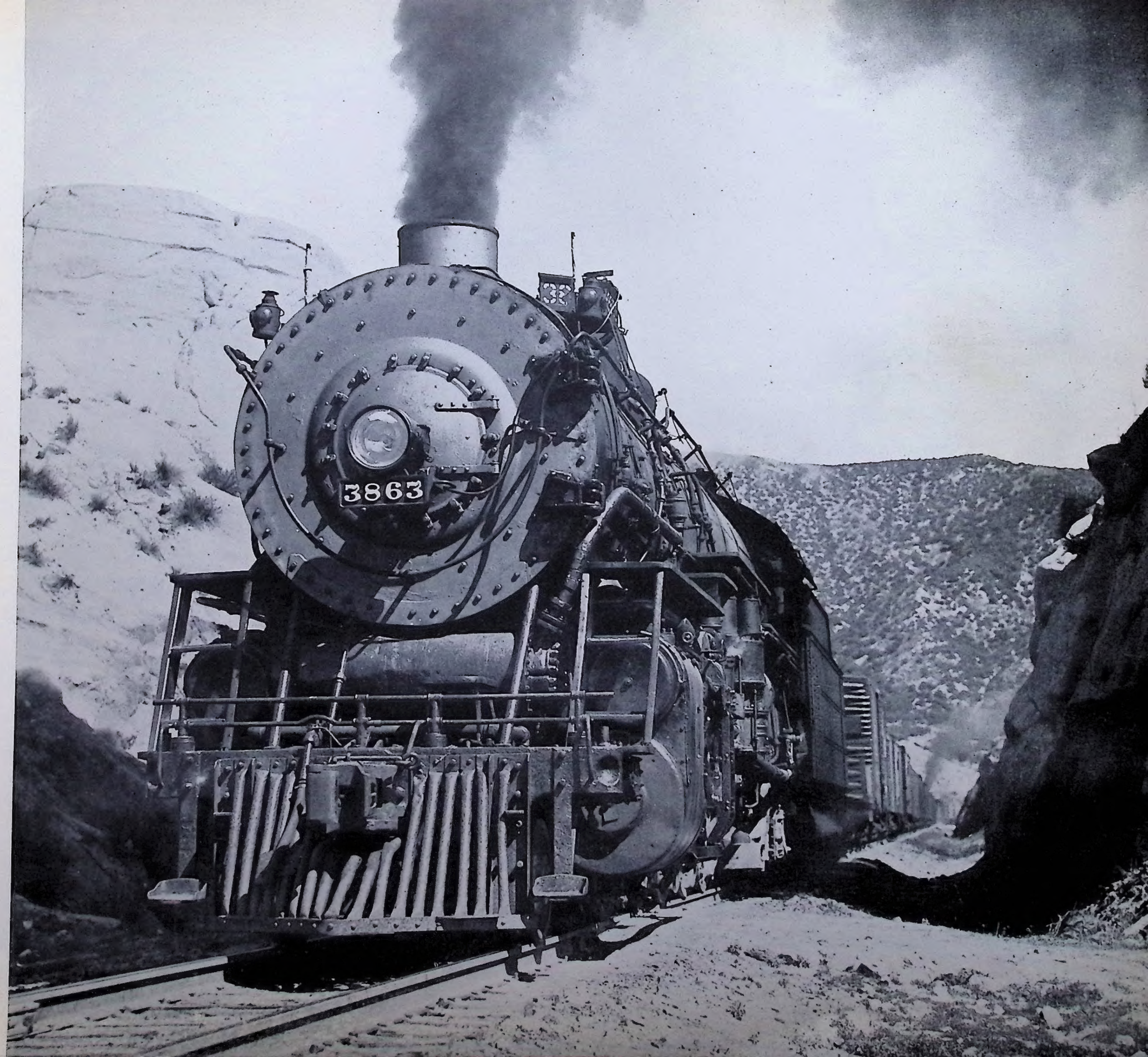
Fireman's view of the rolling Kansas wheat fields, from the cab of a Diesel freight locomotive. Santa Fe brings cattle from Texas to this area near Emporia where they are fattened on Kansas' famous bluestem grass. Santa Fe photo.

Santa Fe trains roll through a variety of scenery ranging from the lush farmlands of Illinois to the technicolor deserts of the Southwest, and from the crowded industry of Chicago to the echoing solitude of Cajon Pass. These two freight trains were photographed in Illinois (above, by Paul Stringham) and in Oklahoma (left, by Santa Fe). The locomotive on the Oklahoma train is really an almost extinct Prairie (2-6-2) type.




With three engines spaced through the train this freight is blasting up the 2.2 per cent eastward climb of Cajon Pass. By Herb Sullivan.

A solid train of refrigerator cars stops on the siding at Cajon Summit, scene of constant railroad action. By Wendell H. Kinney.

The Grand Canyon Limited at the place in Cajon Pass where the westbound track (foreground) and the newer eastbound upgrade track separate. The two huge slanting rocks in the middle background appear closeup in many photos of the pass. By Herb Sullivan.

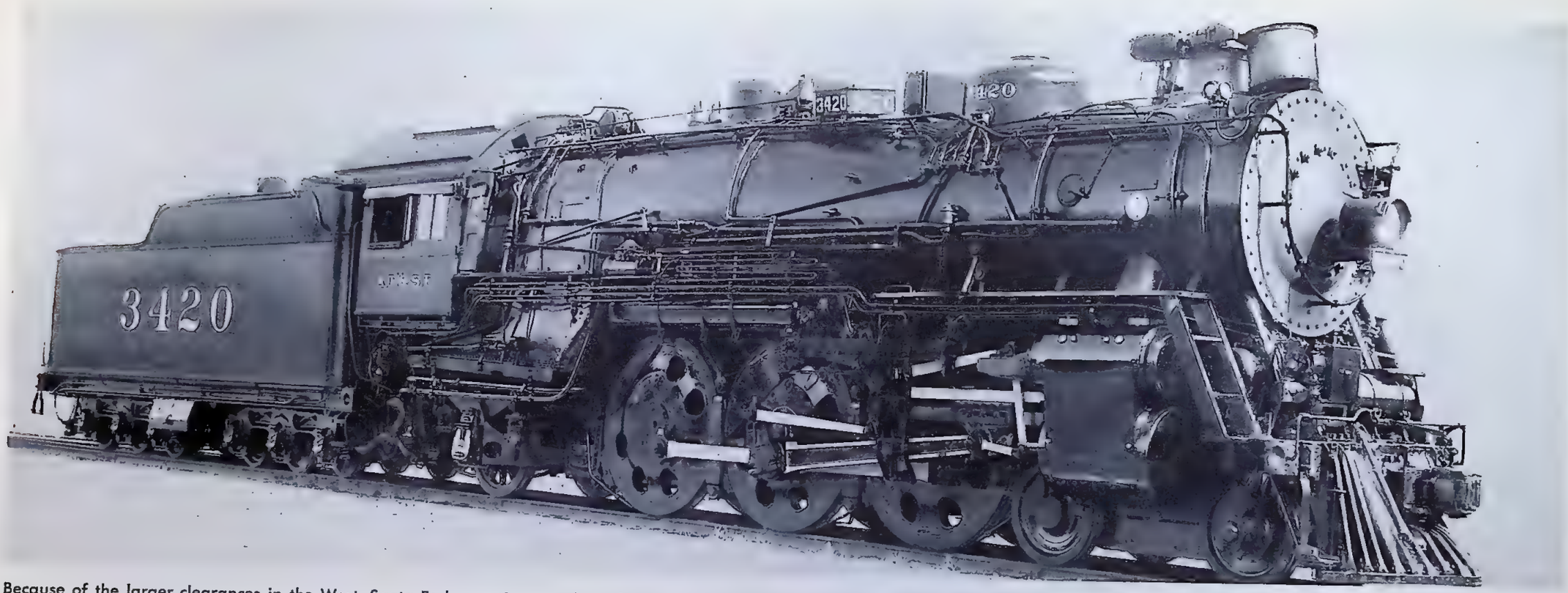
On part of its line across New Mexico, as well as in Cajon Pass, Santa Fe runs on the left-hand track because the two tracks are built on different alignments and the grades favor left hand running. The Mikado above is pulling a war freight near San Fidel, N. M. By Richard H. Jahins. The Mikado below is running along the Arkansas River near Kaw, Okla. Santa Fe photo.

The sound of locomotive exhaust never dies in the hollows of Cajon Pass. These two photos by Herb Sullivan show trains at the same spot. The top photo was taken from the rock at far left in the bottom photo, while the bottom photo was taken from the slanting rock at far right of the top picture. Both freights have three engines, a common sight in the Cajon.

A Diesel powered freight train (Santa Fe photo) and the Grand Canyon Limited behind a 4-8-4 (by Herb Sullivan) are on the line in Cajon Pass.

The eastbound and westbound Chiefs pass midway of their run, about three miles east of Las Vegas, N. M. Santa Fe photo. At the bottom of the page is the new Santa Fe bridge across the Colorado River, just after it was opened. The train in the foreground is about to cross the old bridge, which was given to Arizona and California for a highway bridge after the new railroad bridge had been completely cut into the line.

It takes lots of things to run a railroad, but of all the catalogue of supplies fuel, water and sand come closest to the heart of the business, the locomotive. Here is a Santa Fe Pacific, with its huge square tender, getting its fill of all three at 18th Street engine terminal in Chicago. Santa Fe photos.




Because of the larger clearances in the West, Santa Fe locomotives are huge by eastern standards. This Pacific, for instance, is as heavy as some Hudsons. The 2-10-2 slow freight engine type is named for the Santa Fe, and the 3800 is therefor one of the prototypes of its class. This type of locomotive can be seen in spectacular action on the Cajon and Raton grades.

Years ago in San Bernardino yards Herb Sullivan took this photo of one of the 3000-series 2-10-10-2 Mallet compounds. The low pressure front units of these locomotives were built new while the rear or high pressure units were rebuilt from older 2-10-2 engines.

Engine terminal and yards at Richmond, end of line for Santa Fe on the east shore of San Francisco Bay. Passenger trains operate into Oakland where they connect with buses over the Bay Bridge for San Francisco. Freight is ferried from Ferry Point near Richmond. Santa Fe Photo.

Santa Fe is one of the most popular tourist routes west, and at the principal station stops the passengers crowd the platforms buying souvenirs from Indians, chatting with the new friends one always finds on transcontinental train rides, or just strolling in the sun. These pictures are at Albuquerque Station, which has become famous for its color. Santa Fe photos.

The Pueblo Indian villages of the Southwest are typical scenery along the Santa Fe. This is the San Felipe Pueblo in New Mexico. By H. W. Stowell.

Probably no other railroad in America comes so spectacularly close to the heart of scenic splendor as does the Santa Fe with its Grand Canyon Station. It is literally not much more than a stone's throw from the tracks to the edge of the canyon at its most imposing point. Santa Fe photos.

On its main line across the desert and near desert of Arizona and New Mexico Santa Fe concentrates a heavy traffic from diverging lines both east and west. The country is far from flat and includes the Continental Divide summit. Locomotive water is great operating problem in this dry country and the big 2-10-4's (top) have been entirely replaced by Diesels in freight service. Santa Fe photos.

At Chicago's Dearborn Station east coast meets west coast. The C&EI's Dixie Flagler, about to depart for Florida, is often on the next track from an arriving Santa Fe California train. C&EI photo. The signals above are at the crossing of Santa Fe and Pennsylvania Railroad about a mile out of the station. Santa Fe photo.

With the towers of Chicago's Loop behind it the Super Chief gets the clear signal and starts out of Dearborn Station on its 2227-mile run to Los Angeles. Santa Fe photo.

This is the Navajo climbing Cajon back around 1939. It carried through sleepers to Grand Canyon and was a popular tourist train. By Herb Sullivan.